

INFORMATION REPORT

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COUNTRY Czechoslovakia

SUBJECT Railroads in Slovakia

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THIS IS UNEVALUATED INFORMATION

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1. There are the following double-track railways in Slovakia:

- Kuty-Bratislava-Szob-to Hungary
- Bratislava-Zilina-Bohumin
- Zilina-Vrutky-Horna Stubna
- Leopoldov-Galanta
- Puchov nad Vahom-Strelenska-to Moravia
- Hronska Dubrava-Zvolen
- Gadca-Zilina-Poprad

2. The Zilina-Poprad stretch is not completed yet: On the Parizovec-Turany sector the second track is still under construction but should be completed by the end of 1949. The work on this sector is very difficult on account of the nature of the country, especially in the Vah valley, which is very deep and narrow. The main road runs through the same valley, and this has had to be relaid. The work is being carried on under pressure, since this track is the only direct connection between Prague and Eastern Slovakia and is extremely important for Czech-USSR traffic to Cierna nad Tisou.

3. Extensive work is in progress to repair war damage to the tracks in the following sectors:

- Rybarpole-Ruzomberok
- West of Rybarpole
- East of Kralovany
- Around Vlaska
- Sutovo-Turany nad Vahom
- Near Turany a new triple-span steel bridge is under construction. One span is not yet completed. There is a shortage of building timber.

4. A problem has been created in connection with the Poprad-Kosice line by the plans for a new hydro-electric power plant which is to be built near Kysak. The track from Kysak to Margecany will have to be relaid because the present track will be flooded. There are three alternative projects for the relaying of this track.

- Kosice-Presov-Margecany, and then to join the original track.

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- b. Kosice-Presov-Siroka-Levoca.
- c. Presov-Siroka, and then direct to Poprad.

These three projects are still under consideration, but no final decision has yet been made.

5. Preparations are being made for the electrification of the whole stretch from Zilina to Spisska Nova Ves. Cables are being laid, poles erected, etc. According to the plans, the electrification of this stretch should be completed at the end of 1949.
6. The following new railway lines are being laid in Slovakia:
 - a. Plavecky Svaty Mikulas-Jablonica. It is planned that this section will be ready by the end of 1949.
 - b. Podolinec-Orlov Plavec: stretch about 36 km. long, running along the stony bed of the river Poprad. When the new track has been completed, it will be necessary to relay the section of the existing track from Poprad to Podolinec, which is in a poor condition, so that the trains cannot travel at great speed; the new line from Podolinec to Orlov Plavec is intended to take trains up to a speed of 80 km. per hour. The construction of this new line had been postponed, but the Sub-Carpathians living in the district asked for the work to be continued, exerting pressure on the Czech authorities through the Sub-Carpathian Committee and thus through the Soviet authorities. The new line should be completed by the end of 1950.
 - c. Hronska Dubrava-Banska Stiavnica ("The Young People's Track"). This line is being built by the Youth Brigades (students, young intellectuals, and young workers). According to the plans the line was to be finished on 28 October 1949.*
 - d. In the sector Cierna nad Tisou-USSR frontier a second track is under construction and apparently a third one is to be built as well. Both these are broad-gauge tracks, as the trains from the USSR come as far as Cierna.
7. The marshalling yard at Cierna is being enlarged to handle the heavy traffic between Czechoslovakia and the USSR. The yards are constructed with the tracks in pairs, a normal-gauge (Czech) track beside a broad-gauge (USSR) track. As the incoming traffic is heavier than the outgoing, the broad-gauge tracks are raised slightly above the level of the normal-gauge tracks, to facilitate the unloading of goods coming in from the USSR. The yards are equipped with cranes, pumps for transferring oil and crude naphtha into the Czech tankers, loading ramps, etc. The facilities now available are not sufficient to handle the present amount of traffic from the USSR, and a still greater amount of traffic is being planned.
8. Electrification of railways in Slovakia
 - a. Electrification of the following tracks has already been completed:
 - 1) Poprad-Stary Smokovec
 - 2) Tatranska Lomnica-Strbske Pleso
 - b. To be completed by the end of 1949:

Zilina-Spisska Nova Ves: 180 km.
 - c. To be completed by the end of 1951 (a total of 258 km.):
 - 1) Zilina-Puchov-Horni Lidec, there to join the electrified tracks in Moravia.
 - 2) Spisska Nova Ves-Margecany-Kosice-Cierna nad Tisou-USSR frontier.

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- d. To be completed by the end of 1952:
Fuchov-Bratislava (156 km.)
- e. To be completed by the end of 1953:
Vrutky-Diviaky-Dubrava-Banska Stiavnica
- f. To be completed by the end of 1954 (a total of 179 km.):
- 1) Diviaky-Banska Bystrica-Zvolen-Dubrava
 - 2) Banska Bystrica-Margecany
- g. To be completed by the end of 1956 (a total of 161 km.):
- 1) Dubrava-Slovensky Meder (Palarikovo, formerly Slovensky Meder)
 - 2) Leopoldov-Galanta
 - 3) Bratislava-Sturovo (Parkan)
- h. To be completed by the end of 1959 (a total of 170 km.):
- 1) Breclav-Kuty-Bratislava
 - 2) Nove Zamky-Komarno
 - 3) Zvolen-Filakovo
- j. The remaining railway tracks will not be electrified, as this would not be economical. The electrification program is closely coordinated with the construction of new hydro-electric power plants in Slovakia.
9. The capacity of the track from Zilina to Kosice is 36 trains in each direction per 24 hours. This capacity cannot be increased until the second track is completed in the section Turany nad Vahom - Parizovce.
10. The following tracks are planned, but construction work has not yet been started on them:
- a. Dolni Kubin-Ruzomberok-Banska Bystrica
 - b. Bardiov-Stropkov-Medzilaborce
 - c. Stropkov-Vranou
 - d. Myjava-Brezova
11. It is possible that other lines are also planned.
- * Comment: The official timetable which came into effect on 15 May 1949 50X1-HUM shows a narrow-gauge railway already in operation between Hronska Dubrava and Banska Stiavnica.

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